

SAN FRANCISCO STOCK REPORT.

(SHARES) SAN FRANCISCO, AUGUST 7.

FOREIGN EXCHANGE.

200 Gold—18.15, 19.15, 19.16  
200 Silver—18.15, 19.15, 19.16  
200 Copper—18.15, 19.15, 19.16

LOCAL STOCKS.

200 Union—18.15, 19.15, 19.16  
200 Pacific—18.15, 19.15, 19.16  
200 Western—18.15, 19.15, 19.16

MINING STOCKS.

200 Nevada—18.15, 19.15, 19.16  
200 Idaho—18.15, 19.15, 19.16  
200 Montana—18.15, 19.15, 19.16

COMMODITIES.

200 Wheat—18.15, 19.15, 19.16  
200 Corn—18.15, 19.15, 19.16  
200 Soybeans—18.15, 19.15, 19.16

MARKET REPORT.

200 Flour—18.15, 19.15, 19.16  
200 Sugar—18.15, 19.15, 19.16  
200 Coffee—18.15, 19.15, 19.16

ARRIVALS AND DEPARTURES.

200 Arrivals—18.15, 19.15, 19.16  
200 Departures—18.15, 19.15, 19.16  
200 Transfers—18.15, 19.15, 19.16

PIOTCHE MARKET REPORT.

200 Cash Prices—18.15, 19.15, 19.16  
200 Futures—18.15, 19.15, 19.16  
200 Options—18.15, 19.15, 19.16

LOCAL ITEMS.

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THE RAYMOND AND ELY HOISTING WORKS.

Every body knows that the Raymond & Ely mine is in Pioche, and moreover that the particular part of Pioche in which it is situated, is known as Panama Flat. A goodly number, moreover, saw the starting of the works day before yesterday. But to such as staid at home, we propose to give an idea of the improvements lately made by the company.

THE BUILDINGS.

The main building, which runs nearly north and south, is 30x107 feet. The walls of the first 44 feet of the northern end are 31 feet in height, and the apex of the roof is 50 feet from the ground. The walls of the remainder of the building are 21 feet in height. At the southern end of this structure is an addition 37x40 feet, which makes, with the main building, an L turning to the east. This is the boiler room. At the northern end, on the western side, is the blacksmith shop (an addition) 24x44, and adjoining it the coal-house, 24x24. A large ore-house, with a capacity for from 1,500 to 2,000 tons, is so situated, on the eastern side of the main building, and the ore falls from the chutes directly into the cars of the Nevada Central Railroad. There is also a rope-walk, 12x60, for repairing the cables when broken. The carpenter shop, 44x30, is built on the eastern side of the main building, and will soon be furnished with skylights. The light at present being insufficient on account of the surrounding buildings. At the eastern end of the L spoken of above, are two water-tanks, a large supply tank, and a smaller one for the reception of the water obtained by the condensation of steam, the capacity of both of which together is 10,000 gallons. The amount of lumber required for these buildings, not including the carpenter shop and ore house, was 80,000 feet.

THE MACHINERY.

The short arm of the L, before mentioned, contains the two boilers which supply steam for the engines in the main building. These boilers are 4 feet in diameter and 14 feet long, and are heated by a fuel-saving process, not only known to Pioche, but to the world. The scientific principle upon which the process rests is the decomposition of the water when passed through a red hot iron tube in the form of vapor. A certain amount of steam passes through an inch pipe into the furnace, where it goes into a water jacket, and the water is heated to about 900 degrees Fahrenheit or 500 centigrade. The steam is here decomposed into its elements, oxygen and hydrogen, which pass out through an inch pipe and then rush with a tremendous force into the furnace again, where, uniting with the fuel, a fire is produced, the heat of which, if required, melt iron, silver, etc., like wax. We will give a more full and accurate description of this process at some future time, as we are very much crowded for room at present.

ARRIVALS AND DEPARTURES.

From the boilers the steam passes into the main building through a six-inch pipe. A small pipe leads off from this to the old engine, which is placed in 'about the middle of the building, and the new engine is supplied by the large pipe. This engine has an 18-inch cylinder with a 27-inch stroke. It is a "balance slide" type, of 80-horse power, and weighs about 7,000 pounds, the reel, which is six feet in diameter, weighs 4,000 pounds, and the shaft which connects the two last named, 2,000 pounds, and the balance shaft and pinion, 8,000. The reel of which is made by a capstan sufficient for winding up 2,200 feet of steel wire cable, 3 1/2 inches in width and half an inch thick. The engine and cylinder bed, a mass of 13,000 pounds of iron rests upon a solid foundation of stone masonry, 10 feet deep, and weighing 280 pounds, to which it is firmly held by 35 1 1/2-inch bolts, fourteen feet long.

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